

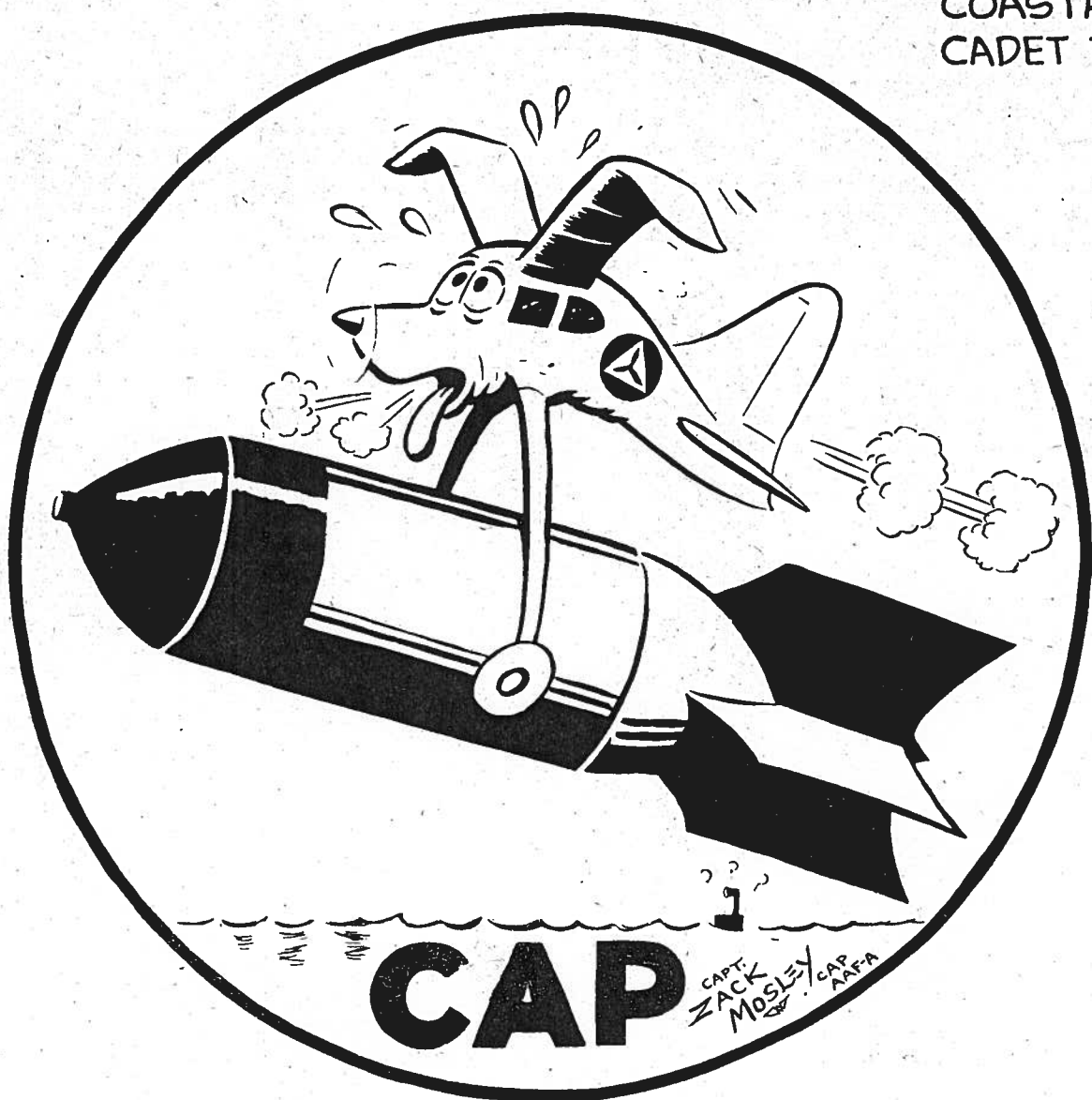
THE BARRACUDA BUCKET



OFFICIAL
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FLORIDA WING 41
CIVIL AIR PATROL AAF-A

ARMY TRACKING MISSIONS
COURIER SERVICE
COASTAL PATROL
CADET TRAINING



Henry Gets Florida CAP Initiation

by Henry McLemore

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Courtesy of The Palm Beach Times

WEST PALM BEACH—I doff my cap to the CAP. In fact, I almost wish I were a two-headed calf and had two caps to doff to the CAP.

I didn't feel this way until two hours ago when I completed a trip from Daytona Beach to a base near West Palm Beach with two Civil Air Patrol captains. They came up and brought me down so I could do a few stories on what is the old man's branch of the Air Service.

Before I go any further, let me tell you that I have never met fliers for whom I have more admiration, and that goes for the hot fighter pilots I have watched take off for sweeps over France and Germany and the bomber boys who tool the giant Fortresses in the face of enemy flak and fighters.

The two CAP captains, Zack Mosley and Art Keil, brought me down in a ship that looked as if it were on lease-lend from the Smithsonian Institute. I wouldn't be at all surprised, in fact, if its motor wasn't stolen from Eli Whitney's cotton gin. Yet this crate, this fugitive from a salvage drive, is the pride of the coastal patrol base near here from which they operate.

We took off from a military base and the kids there couldn't help but laugh as we taxied to the line between rows of modern dive-bombers and pursuit planes. Sold at auction, the CAP ship wouldn't bring enough to buy the instrument panel on any of the ships we wheeled and coughed along between getting to the runway. Its own instrument panel would make the face of a Mickey Mouse watch seem complicated, and the few dismal little instruments on the dashboard didn't work. The air speed indicator showed eight miles per hour as we were airborne and 210 when we cleared a pine thicket so closely that I could have robbed a sparrow's nest had I chosen to.

Captains Keil and Mosley, who have been flying this ship and others much more dilapidated for a year and a half, could not understand my alarm when we approached it on the ramp. But to a man who only recently came back from England with the absolute last word in military airplanes, this rag, a bone and a hank of hair was a tremendous shock. It was tied down, to start with. Not that anyone would ever want to steal it, but the prop-wash of any of the planes parked around it would blow it into the air by itself. They assured me that while quite a few of the accessories were not in working order, they were positive that the mighty 90-horsepower motor would operate and that the wings would stay on—provided we steered around bad weather.

"After all," they said, "we have been flying this ship on anti-submarine patrol

hundreds of hours and with a much heavier load than we have today."

As we taxied to the line, Capt. Mosley, who draws another daredevil of the air, "Smiling Jack," was at the controls and Capt. Keil at the repairs. Keil tied some mysterious strings together, put on some earphones that didn't work and manually held a ventilator closed. It was the only plane I ever was in that underwent repairs while taxiing to take off.

We came down as the crow flies, but we didn't beat any crows who were following the same flight plan. We had an exciting race with a pelican near Fort Pierce and were proudly holding our own until the pelican changed his prop-pitch and left us as if we were standing still. Two seagulls buzzed us, but we were more maneuverable and we turned inside of them.

It was consoling to have Mosley at the controls. He has proved with "Smiling Jack" that there is nothing too tough for a pilot. Also, being the creator of "Smiling Jack," I knew that even if we had to make a forced landing in the scrub or on one of the little islands along the coast, a red-hot lil' de-icer like Joy or Cindy would be there in a sarong to greet us. And I am the sort of man who will make a crash landing for the opportunity to make a flying tackle at a coral princess.

When we landed, a group of CAPs were taking off on a routine flight. Out over the sea they disappeared, flying planes that made ours look like a luxury liner in comparison. Any time you want to sing a song to some unsung heroes, lift your voices to these middle-aged men, all volunteers, who are doing a hazardous job with equipment that would make Pratt and Whitney have gooseflesh that Douglas could see all the way from California.

I, one of the few civilians ever given permission to go on a CAP patrol, had to be given the information that anyone who rides in a single-motored jalopy over the ocean must have. I can tell you now there is no better eye-opener in the world than this information. I have tried raw eggs and Worcestershire in my times, as well as some of the pelt of the pooch that bit me, but nothing ever opened my eyes as fast or as completely as when Major Ike Vermilya, base commander, handed me a yellow canvas bag that looked like a valise and asked, "Can you work this?"

I told him my wife always did the packing at my house, but I could make a stab at putting in it whatever he wanted.

"That's the life raft," he said. "As an observer it is your responsibility, in case you are forced down in the ocean, to get out of the ship and launch the raft."

I am a dull fellow as a rule, but I mastered the intricacies of that raft in nothing flat. If they had taught life-raft launching in school, I would have been valedictorian of my class.

As a matter of fact, I came close to

telling Major Vermilya that I didn't need any instructions. Telling me how to operate that life raft was like telling a fellow how to pull his foot out of a fire. Then I got instructions on how to operate my Mae West, which as you know is the proper name for a flier's life jacket.

Then I was instructed on the use of the shark knife which was attached to my Mae West. While I was practicing slashes with my knife at imaginary sharks, the Major told me what to do with my sea marker, which is a little packet of powder, also attached to the Mae West. When you release this, it stains a vivid green and rescue parties can tell that you were in that vicinity not long before.

All the time I was getting my lesson my pilot was watching me to see how well I learned. You couldn't blame him, because to take me along he was leaving behind a thousand-hour observer who undoubtedly could launch a raft, kill sharks and leave the green calling card in less time than it would take me to yell "What do I do now? I've forgotten everything they have told me."

The sun was just saying good morning to the horizon when the pilot gave the little Stinson Voyager the gun and we skimmed the tops of the palmettos and then the scrub pines. A few minutes later the coast of Florida was behind us and we were over the sea. The Civil Air Patrol pilot switched off the running lights and we began to "walk" our beat. Our beat was a certain number of miles of the Atlantic Ocean and our job was to inspect it and police it for everything over it, on it and under it.

As an unqualified observer, being perhaps the first civilian to fly a patrol with the CAP, I was strictly on the lookout for submarines and nothing else. My pilot, Capt. Art Keil, soon corrected me on this score. While submarines are the major quarry of the CAP, it overlooks nothing else.

The Captain turned my stomach inside-out five or six times with wing-overs to swoop down to ripple height to take a look at driftwood. He wanted to determine whether or not the driftwood was just driftwood or whether or not it was a bit of a lifeboat or something knocked off the superstructure of a wrecked ship. Nothing was too unimportant for us to study. We hovered over the wrecks of ships to see that their markers were still in place. We examined oil slicks to make certain that the oil came from the hold of the known wreck and not from some lurking sub. We found a partially submerged lifeboat and led a near-by fishing smack to it, so she could take it in tow. The Navy wants such things.

When we flew high, our sister patrol ship flew low and vice versa, thus enabling our patrol to have two perspectives at all times. The CAP now works in pairs. There

was a time when these little 90-horsepower single-engine landplanes worked over the sea alone. It soon became obvious that this was too dangerous. To show you how quickly these tiny sport planes go down at sea, the CAP personnel is trained to abandon ship in less than 15 seconds. Traveling in pairs makes it possible for the surviving ship to send a radio call for assistance, drop extra life rafts and stand by to lead surface craft to the spot.

This must be remembered about the CAP: whereas the Army and Navy fliers are daily getting improved models of everything, the CAP material is going downhill. It is using all pre-Pearl Harbor equipment, and there are no replacements available. Planes that were built to fly 200 hours a year already have flown more than a thousand. The fact that these planes are still in the air and aiding tremendously in the winning of the Battle of the Atlantic is a great tribute to the volunteer CAP engineers and mechanics who keep them flying.

To fully appreciate the CAP you must go on a patrol and fly out there over the ocean. In spite of the ever-present danger the thing that bothers the CAP boys now is monotony. There was a time when hell was popping all up and down the coast. As my pilot said after we had scanned the ocean four hours, "It's pretty tiresome work, isn't it?" I agreed, but I couldn't help thinking how much the fact that the work had become monotonous reflected credit on the CAP and the part it had played in making a hellish job monotonous.

When we came in after patrolling our beat, I felt like sending the national commander of the outfit, Col. Earle L. Johnson, a wire telling him what he already must know—that when he thought up the idea of the CAP he did his country a magnificent service.

Sarasota . . .

The squadron ranks have been depleted from 72 to 26 active members due to service with and in the armed forces. This squadron has furnished 36 civilian flight instructors. They have 40 cadets, however, three of whom already are ACER and five of whom are taking the ACER qualifying test this week. They are being instructed by senior CAP members in navigation, meteorology and other ground school subjects two nights a week in their new quarters in the Youth Center building.

One of the CAP members has purchased the Municipal Airport so things are looking up for the squadron. They have several boys anxious to take flight training. When arrangements are completed with CAA to allow them to do so (they are under age but this is to be waived) lots of new cadet recruits are expected.

Lt. H. H. Smith, commander of the squadron, is reported to have been seriously ill for several weeks but now is back on the job and much more squadron activity can be expected.

Polk County . . .

Airport To Be Base

The Polk County Squadron has received permission of the Winter Haven City Commissioners to use the Dr. R. E. Gilbert Airport as a squadron base. This airport is improved with paved runways and will open up wonderful opportunities to the squadron. The squadron is anxiously awaiting formal release by the Army Air Forces and Interdepartmental Air Traffic Control Board before activating the airport.

Link Trainers Shown

Several members of the Polk County Squadron recently took advantage of a chance to inspect the Link Training department of Hendricks Field, Sebring. All members were given about 30 minutes of time in the trainers and are hoping that they will have another opportunity in the near future to visit the department again.

Sgt. Pilot Jack Stephenson has returned from a B-17 trip to Fort Worth, Texas, with Capt. Trehorne, B-17 instructor at Hendricks Field who was at Pearl Harbor on the disastrous December 7.

Cadets Organized

Polk County Squadron has organized two flights of Civil Air Patrol cadets, one flight in Winter Haven and one in Lakeland. Training programs for both flights are well under way.

Both flights have approximately 25 members.

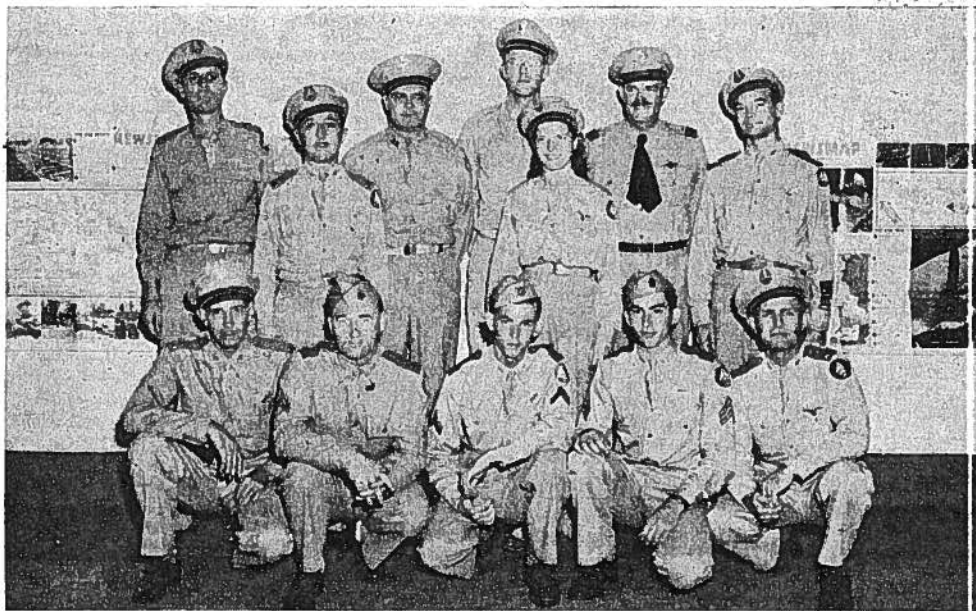
In addition to the basic training, the Winter Haven CAPC flight is being given a course in firearms by Sgt. Kenneth Recker of Civil Air Patrol, Polk County Squadron. The Lakeland flight of CAPC is taking a course in air navigation and when completed should be able to pass the CAA examination on Navigation.

Lakeland Has School

The Lakeland Army Air Field is conducting a training school that is compulsory for all officers on the base below the rank of major. These classes have been opened to the officers of the Polk County Squadron of Civil Air Patrol. The classes are held one hour each week and will last for 25 weeks. Each class is conducted by a different officer who is best qualified to instruct the particular subject. Those subjects already given are: "Organization of the Army" and "Military Courtesy and Customs of the Service." Needless to say, the staff personnel of the Polk County Squadron is attending.

Duck Soup

A bizarre but practical mission has been flown by the California Wing to protect the rice crop in the San Joaquin Valley against the depredations of wild ducks and geese. On approaching duck areas, the CAP fliers drop practice hand grenades furnished by the Army. Then they circle back and forth to keep the ducks headed in the direction of a feeding area.



Polk and Tampa workers of Aviation Cadet Recruiting Drive carried on jointly between the Tampa Squadron and Polk County Squadron were dinner guests of the Rotary Club in Lakeland at a special Civil Air Patrol program. Capt. Zack Mosley was special guest of the occasion and he introduced the speaker, Capt. Charles Baughan of the RAF. Left to right, front row: Lt. Jim Hussey, Polk County Squadron Intelligence Officer; Cpl. J. B. Herrington, Polk County Squadron; Cpl. Walter Gibson, Polk County Squadron; Sgt. Bobby Olive, Polk County Squadron; Lt. H. S. McClamma, Squadron Commander, Polk County Squadron. Back row: Lt. Eugene Elkes, Squadron Commander, Tampa Squadron; Lt. Russell North, Executive Officer, Polk County Squadron; Capt. E. Hughes, President of Aviation Cadet Examining Board, Tampa; Capt. William M. Hart, Provost Marshal, Lakeland Army Air Field; Lt. Ruth Clifford, Adjutant, Polk County Squadron; Capt. Charles Baughan, RAF; Capt. Zack Mosley.

Barracuda Bucket

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Major Richard P. Robbins
Commanding Officer

Your Publication

This is your publication. It wants to tell news about you.

If you get left out, it's going to be your fault.

The fact that publication of this sheet would be started in December was announced to all Florida squadrons, and a deadline for receiving copy and pictures was fixed. Only five squadrons responded with anything at all, one by long distance telephone at the last minute, through no fault of its own. Miami, Jacksonville and Palm Beach County had plenty of pictures and copy, while smaller units came through with what was available. Tampa and Orlando aren't represented because they did not get anything in. Palm Beach County even arranged for us to re-print Columnist Henry McLemore's flattering and humorous report on the Florida CAP work.

We can't guarantee publication of all material that is sent in, but we do guarantee we want to look at it. Sometimes copy that is held over from one issue can go into the next, and sometimes, probably, there won't be enough stuff to fill.

But the only sure way to get proper credit for your squadron in this publication is to send the material in as fast as it develops. If you can't do any better, send newspaper clippings on what you've been doing, but we prefer original material. Appoint some one person in your squadron to take care of this.

If you've got something about CAP on your chest that you'd like to get off, send it in. If your squadron has done an especially good job in any one phase, tell us about it. Send information about the personal activities of squadron members. Send CAP jokes—only keep 'em clean.

Send everything you can offer.

Letters to Editor

Editor, The Barracuda Bucket:

Your publication gets lousier every issue. Why don't you give us some pictures of bathing girls, leg art and all that sort of thing? You started out like a wet dish rag and have been deteriorating ever since.

Editor's Note: Ain't you the ribber? You know this is the first issue of The Barracuda Bucket. And if you want leg art, whyncha send us some?



Anniversary Message

TO THE MEMBERS AND CADETS OF CIVIL AIR PATROL:

As our organization begins its third year of service, the outlook for CAP is more favorable than at any time since we began. The past year has marked the transition to our new status as an auxiliary of the Army Air Forces so that our efforts are now concentrated on rendering the most practical assistance we can to the Air Forces around the world.

The most direct aid we can give them is to see that the quotas of air crew recruits are filled each month with keen young men from every corner of the country. Hence the recruiting of Aviation Cadets was the first big job the Army gave us after we became an auxiliary. When this work started, you were advised that the further usefulness of CAP would be judged very largely on performance of this major assignment. What the Army thinks of the results will now be made evident to every unit in a very tangible way.

I am happy to announce that 288 Army aircraft of the liaison type are being turned over to CAP for distribution among the 48 Wings. This week, 110 Taylorcraft L-3s are being delivered to CAP. Every Wing is getting at least two out of this first shipment. Additional Taylorcrafts and Aeroncas will be distributed. The number sent to each Wing will depend upon CAP membership and activity. These brand new planes are to be used in the furtherance of CAP's Aviation Cadet recruiting activities.

For the long pull, the most important aid we can give to recruiting will be the CAP Cadet program in which young men of 15 and 16 will be made ready for the mental and physical examinations at 17 and will continue their CAP training for another year, as members of the Air Corps Enlisted Reserve, before they are called to active duty at 18. The merit of the CAP Cadet program is fully recognized and you will hear a great deal more about it in the weeks to come.

CAP's flying activities also are undergoing expansion in order that our planes

Jacksonville CAP Thumbnail Sketches

Lt. E. D. Gregory, CAP 4-1-997, 39 years old, has private license. He was president and general manager of the Philadelphia-Detroit Motor Lines prior to Pearl Harbor, after which the government bought out his entire business. Lt. Gregory has been donating his full time to Civil Air Patrol since being made squadron commander and can be found on duty any time during daylight hours at CAP airport in Jacksonville. Other qualifications of the popular commander are: dairyman (owner and manager), auto mechanic and designer and builder of special truck equipment.

Lt. Owen W. Allen, CAP 4-1-367, 49 years old, has private license. Lt. Allen served his country in the First World War as a U. S. Navy radio operator during 1917-19. He is an electrician by profession and has photography as his hobby. Lt. Allen has been very active in CAP since its beginning. He has served as executive officer of the Jacksonville outfit since its early beginning and has served the group well

under several commanding officers. He is very popular with all and has missed but one meeting since the start of CAP. He has never missed a regular or special meeting of the staff.

Lt. Frank Winchell, CAP 4-1-740, 40 years old, is not a flyer but has been actively engaged in the promotion of aviation since 1932. In civilian life he is manager of the Jacksonville Tourist and Convention Bureau, to which office he was recently reengaged for another year. Lt. Winchell has been intelligence officer of the Jacksonville outfit since the beginning of CAP and served 38 days on active coastal patrol duty at Daytona Beach as assistant intelligence officer of that squadron. Lt. Winchell was commissioned in CAP in October, 1942, with the first group honored throughout the United States. Profession is promotional and publicity work.

Second Lt. William V. Barlow, CAP 4-1-1549, 45 years old, squadron adjutant, is in business for himself and is a success-

ful man of years standing in the community. His professional skill includes such items as management, sales, land development and organization. Lt. Barlow is not a flyer but is an aviation enthusiast and has been very active in the affairs of the Jacksonville squadron since his enlistment.

Second Lt. Harold W. Ashley, CAP 4-1-1082, 33 years old, has private license. In civilian life he is assistant manager of Peaslee-Gaulbert Company and president of the Jacksonville Junior Chamber of Commerce. Lt. Ashley has lived in Jacksonville many years and is well liked in civic and social circles. He enjoys the reputation around Jacksonville of being a young man with much on the ball and he has never failed in any assignment. He is the type of person that does a job to be done *now*. Ashley is an excellent salesman, a gifted public speaker and a wizard at amateur photography. As training officer, Jacksonville Squadron, he has done a magnificent job in having qualified instructors at all



Jacksonville aviation cadets and CAP staff officers (U. S. AAF Photo)

and pilots may be of maximum service in relieving military equipment and air crews for combat duty. Some shifts in our flying assignments have taken place. CAP operating bases are now being set up on the West Coast where we could not fly hitherto. New bases soon will be activated in other areas.

From all areas, we are informed that the closest cooperation is being maintained between units of the Army Air Forces and CAP. Strength reports and the great volume of CAP enlistments which are coming in show that the organization is in sound condition and is bigger than ever before. All this has been made possible by the loyalty of the members in every community. As we work together into another year in this spirit, I hope our next anniversary will find us closer to the end of the war and to the peacetime developments in aviation for which all of you are paving the way.

EARLE L. JOHNSON, *National Commander.*

regular meetings and his work on the aviation cadet program has helped greatly in the success of the cadet training program in Jacksonville.

Second Lt. C. Albert Kimbel, CAP, 4-1-929, 43 years old, has private license. For the last 12 years Lt. Kimbel has been associated with the Alfred I duPont interests in Florida as accountant and auditor and first assistant to comptroller. His long years of experience in financial circles make him an ideal finance officer for the squadron.

Miami Cadets Write Own Reports

Just eight months ago, Douglas McGoon, then a junior in high school, first started his flying training. He is now the proud possessor of a pilot's license. This young fellow is only 17 years of age. He studied celestial navigation at Embry-Riddle in Miami and took flight lessons from Commander S. Stephens at Miami Opa-Locka Naval Air Station. To all the foregoing you can add his experience as an agent for the National Air Lines, where he worked last summer.

Through his proficiency in CAP class and military discipline, he is to be appointed squadron commander at Miami Edison High School. He is well on the road to success as a member of the Civil Air Patrol Cadets. Here's hoping that we may get more ambitious boys and girls to measure up and even to exceed Cadet McGoon's accomplishments.

PAULINE MOSER, CAP Cadet,
Miami Edison High School.

Comes Monday on the athletic field of Miami High and one can hear the powerful voice of Cadet Vincent E. Grimm, Jr., commanding, correcting or occasionally criticizing Flight Two of which he is in charge.

This slender, six-foot specimen enthusiastically praises the CAPC, being at all times ready to bring in new members, bodily if necessary! When asked why he decided to join, Vince became serious. "It's a great opportunity to become oriented with military life," he said, realizing that when he graduates in June it will be a race as to whether he enlist in the Air Corps before the draft board beckons!

Cadet Grimm intends to make military life a career, preferably in flying. For a hobby he has a keen interest in building model planes, the most recent attempt being a P-38. With great difficulty (he's so modest) we learned that this particular model has taken him two years and boasts all movable parts and controls. But Vincent shines especially when it comes to drilling, and woe be to he who falters in Flight Two under the watchful eye of Cadet Vincent E. Grimm, Jr.

CADET FRANCINE COHEN,
Miami Senior High School.

Remember the rapid beat of your heart and the tightening in your stomach as you watched that last parade? On Sunday, November 29, your emotions would have

played more havoc with you had you been present when the Miami CAP Cadets from six high schools marched in review for the senior members of the CAP organization. Such precision, such eagerness! These boys and girls of high school age marched in review with a military air very nearly as well as thousands of well-trained soldiers are doing all over the world.

Each member displayed the best ability he possessed in eagerness to work toward two beautiful trophies. One trophy is to be awarded to the school squadron which excels in scholastic subjects pertaining to flying, and the other trophy is to be awarded to the school squadron with the highest standing in military precision. To complete this review a spot inspection was held. Lt. Krause and three other members of the Miami CAP officers' staff walked through the ranks inspecting every minute detail for correctness.

These boys and girls are perfect examples of our up-and-coming youth and since that is what America's depends upon, we cannot fail.

BARBARA BASTIAN,
CAP Member.

Dance, Study, Work...

"Looks like a cirrocumulus cloud, if you ask me."

"Well, nobody asked you—I say it's an altocumulus."

"Don't tell me! I haven't been a CAP cadet over four weeks for nothing!"

And so goes a typical conversation on the lofty subject of meteorology, now being studied by CAP cadets under instruction of Lt. Bray, Miami. The aim of this course is to teach the fundamentals required for junior weather observers by the CAA examining board.

Girls Get Best Grades

"The boys will really have to do some studying to catch up with the grades made by the girls," said Lt. Bray when announcing the results of a meteorology test given November 15. Cadets Harmon, Brown and Corbitt rated highest of the girls, with Olesciwiez, Moser, Peters, Magwood, Robinson, Wood, Rucks and Sapp making above passing grades.

Of the boys who scored at least 26 out of 31 questions correctly answered, Cadets Meyers, Hopkins and Deckle received the highest grades.

Leaders Chosen Competitively

Section leaders were appointed by Lt. Krause, commanding officer of the Cadet Corps, on the basis of leadership and ability both in drill and classes.

There are: Section I, Douglas McGoon, assistant, Shirley Selwood; Section II, Fred Powell, assistant, Pauline Moser; Section III, John Rothwell, assistant, Carol Kartman; Section IV, Andrew W. Hopkins, Jr., assistant, Marcelle Dunton.



F/O Weinkle interviewing applicants in the Miami Cadet Headquarters Office

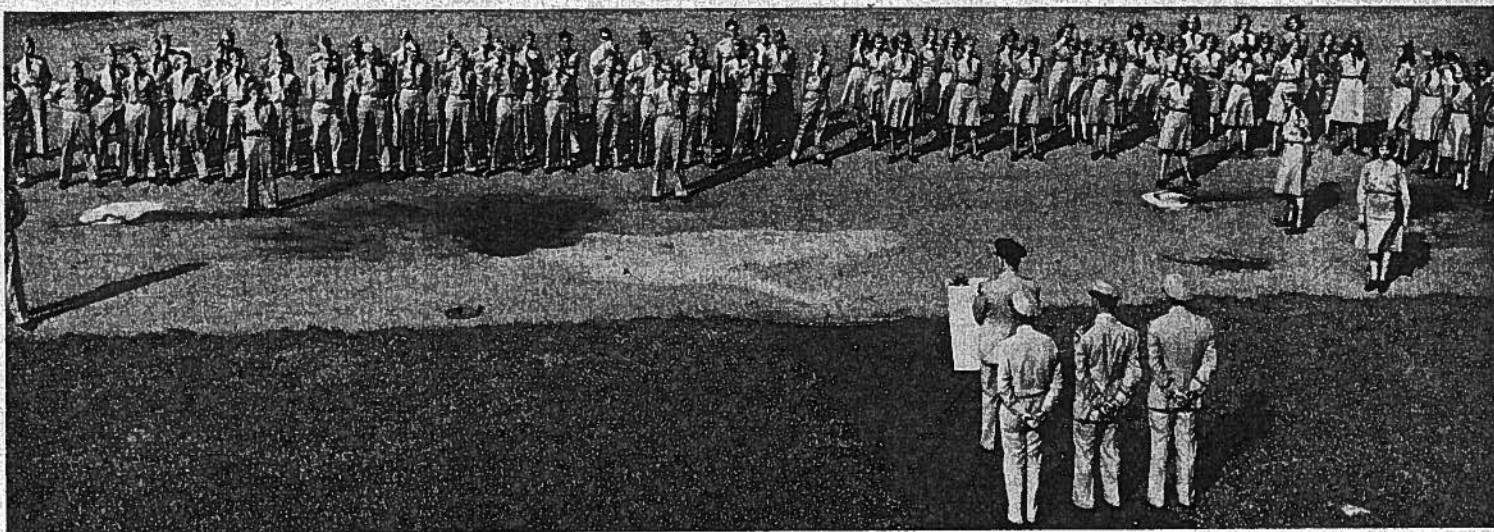
Two awards have been offered to encourage friendly rivalry between the cadets in the various high schools of the Miami area: the William Rubin award, a gold statue for most outstanding academic ratings; and a silver saber for excellence in military drill and discipline.

Not All Work and No Play

But all is not work in the CAP Cadet Corps; there are social "doings" also. A dance was given by the Senior Civil Air Patrol of Miami for all CAP cadets, their

friends and families at the Coral Gables Country Club December 3.

New Civil Air Patrol Cadet Squadron headquarters are on the seventh floor of the Seybold building, rooms 738-41, phone 3-3847. This office is to be the official center for general information, special night classes in aviation, under supervision of an authorized CAA instructor, and classes in radio theory, code and other related subjects. Here late-entering cadets will be given physical examinations and basic entrance tests.



Brig. Gen. Paul E. Burrows, Commanding General of the Foreign Division, Air Transport Command, England, addresses Palm Beach County CAP cadets at Lantana Base.
—Photo by McClellan

Fort Myers Built Airport

"The activities of the Fort Myers Squadron of the CAP have resulted in the training of 16 civilian instructors for nearby Army Primary Training schools and in interesting a large number of civilians in aviation," according to Lt. F. E. Forehand, squadron commander. A cadet organization was formed early in the year and 23 members participated in the activities, including navigation and pre-flight training.

For a year prior to the organization of the Civil Air Patrol there was no civilian flying in Fort Myers because the only available airport facilities had been turned over to the Army Air Forces. The men who organized the Fort Myers Squadron had to first find and build a suitable airport. With the cooperation of the city, some land located close to town was made available, and members borrowed equipment to clear the land and grade the runways. They built

hangars, a small club room and an operations building on the field, which was soon approved by CAA.

Plane owners who had been forced to store their planes brought them to the field. A full-time flying instructor was made available and soon new members were buying planes, and flying activities continued to increase at the Fort Myers Airport.

There are 63 members in the Fort Myers Squadron and 23 members in the Cadets. We have 12 planes owned by members operated from the field, three of which are available for instruction purposes. There is a full-time instructor on duty and also several of the members who are instructors at Carlstrom and Dorr Fields spend some time as instructors at Fort Myers.

Since the organization of the Fort Myers Squadron, 17 members have received solo permits, six members have passed their CAA private license examinations, two members have received commercial ratings and eight members have been accepted as instructors at one of the primary training fields operated by the Riddle Aeronautical Institute.

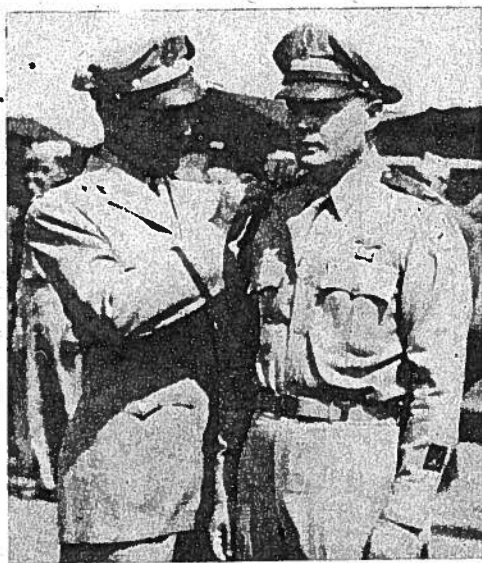
In addition to the actual flying activities, considerable time has been spent in military drill and other classwork, including three classes in air navigation and two classes in meteorology, conducted by a licensed ground instructor who was a member of the Fort Myers Squadron.

The squadron has been called upon on several occasions to search for missing planes and persons lost in the woods and was successful in finding one plane from a nearby Army camp that had been forced down in the woods. In sponsoring a bond sale drive, the CAP members offered their planes to give free rides to purchasers of War Bonds and in one day 176 persons bought bonds and were given rides. On the occasion of the mock bombing of

Tampa by the Civil Air Patrol, 10 planes from this squadron participated.

The squadron was host at a fish fry for members of the Tampa, Lakeland and Bartow squadrons who flew here to distribute leaflets in a drive to recruit members for the Air Cadet program.

The cadets have completed a course in navigation under a CAP instructor and are taking additional pre-flight training in a course now offered by the High School. Several members are already aviation cadets in the enlisted reserve. Squadron Commander F. E. Forehand, discussing the Cadet program, said: "If we could provide free flight training for the cadets in addition to the ground school work now given, it would greatly increase the interest and the value of the Cadet program to the War effort."



Major Richard P. Robbins, commanding officer of the Florida Wing, received his leaves from Major Wright Vermilya, Jr., commanding officer of the Lantana Base and one of the original Air Patrol organizers in the United States.



Capt. Zack Mosley, CAP, creator of the "Smiling Jack" comic strip and well known to Florida squadrons, who did the cover page for this number and furnished two cartoons from his studio, one of which was done by his assistant, Andy Sprague. Zack is National CAP Headquarters special service officer.



More Cadets

It seems that when the CAP Cadet program reaches a certain stage in an area, after months of slow and sound development, there is a surge of expansion as the idea spreads with almost explosive rapidity. That point has been reached in New York City and in New Jersey. Within a radius of about a hundred miles of National Headquarters, close to 3,000 CAP cadets have been enlisted and the boys are clamoring to bring in their friends. High schools are beginning to participate so that the program is fast going into the new phase of signing up hundreds at once in a single school, putting them into uniform and starting their training. Where this is about to happen, little plans will no longer suffice.

Two main problems must be anticipated: drill halls and instructors. In this vicinity, temporary ceilings have been met for lack of space. But the difficulties are being overcome. Armories or schools with suitable facilities are found and boys on the waiting list are called in to form new squadrons.

In getting instructors, the units which have buckled down to their CAP training over the last two years will have members with the necessary qualifications to teach aviation subjects such as meteorology and navigation. But it will be a big job to train all the cadets who are needed, so now is the time to canvass the community for persons who can teach auxiliary subjects such as drill, code, radio, first aid and aircraft identification. In most cities and towns there are citizens qualified to teach such subjects on short notice even though they do not have the desired background in other CAP required courses which they can cover by joining the patrol and learning as they go along.

**This First Issue
of the
Barracuda Bucket**

**Was Made Possible
Through the Courtesy
of**

**The Embry-Riddle
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